

OR EUROPE & AMERICA
INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPOSTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
**HONGKONG WEEKLY
PRESS.**
With which is incorporated the
CHINA OVERLAND TRADE REPORT
Subscription, paid in advance,
12 per annum. Postage to any
part of the World \$2.

Hongkong Daily Press.

ESTABLISHED 1857

ON SALE.
THE
DIRECTORY & CHRONICLE
FOR 1910.
Complete Edition ... \$10.00
Small ... 6.00
Agents in all the Foreign
Settlements throughout the Far
East.

No. 16,334. 號四十三百三千大萬一第 日六金月七年二統宣 HONGKONG, TUESDAY, AUGUST 30th, 1910. 二拜禮 號十三月八年十一百九千一英港香 PRICE, \$3 PER MONTH.

NEW PIANOS ON HIRE

AT
\$10 PER MONTH.

TUNING AND REGULAR
ATTENTION INCLUSIVE.

S. MOUTRIE & CO. LIMITED.

CHINA MUTUAL LIFE INSURANCE CO., LD.,

HEAD OFFICE, SHANGHAI.
DIRECTORS AND OFFICERS.
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J. A. WATSON, Esq., Managing Director.
A. J. HUGHES, Esq., Secretary.
S. B. NEILL, F.I.A., Actuary.

A strong British Corporation Registered
under Hongkong Ordinances and under Life
Insurance Companies' Acts, England.
Assets ... \$37,855,885.00
Income for Year ... 5,415,250.00
Income for Year ... 3,566,359.00
Total Security to Policyholders \$216,813.00

LEFFERTS KNOX, Esq., Hongkong, Can-
ton, Macao
B. W. TAPE, Esq., and the
District Secretary, Philippines.
Alexandra Building.

C. LAWDER, Esq., Inspector, Hongkong.
Advisory Board, Hongkong.
SIR PAUL CHATER, Kt., C.M.G.
T. F. HOUGH, Esq.
C. J. LAURENTZ, Esq.

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.
In Casks 375 lbs. net
In Bags 250 lbs. net
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 29th April, 1908.

PEAR TRAMWAYS COMPANY LIMITED.

TIME TABLE.
WEEK DAYS.
7.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
8.00 p.m. to 9.00 p.m. Every 15 minutes.
NIGHT CARS.
8.45 p.m. & 9.00 p.m., 9.45 to 11.15 p.m.
every 15 minutes.
SATURDAYS.
Extra Cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.
SUNDAYS.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.00 Noon. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS at 8.45 p.m. & 9.00 p.m., 9.45 to
11.15 p.m., every half hour.
SPECIAL CARS by arrangement at the
Company's Office, Alexandra Buildings, Des
Vaux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1909.



COURVOISIER

JARNAC COGNAC
Maison Fondée 1828.
DISTILLERS OF FINE LIQUEUR BRANDIES
SUPPLIED TO THE PRINCIPAL CLUBS, HOTELS & RESTAURANTS THROUGHOUT
THE WORLD.
Sole Agents: Caldbeck Macgregor & Co.

LANE, CRAWFORD & CO.

NOW PROCEEDING BARGAIN SALE

IN
LADIES' DEPARTMENT

25 PER CENT. DISCOUNT
OFF USUAL PRICES.

LANE, CRAWFORD & CO.

MITSUBISHI DOCKYARD AND ENGINE WORKS.

All A.B.C., Western Union, and Engineering Codes used.
Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.
Manufacturers of Contrado Condenser, Stone's Manganese Bronze,
and Parsons' Steam Turbines, etc., etc.

AT NAGASAKI:—Telegraphic Address: "DOCK" NAGASAKI.

	Length on Keel-Blocks.	Breadth at Entrance on Bottom.	Depth of Water on Keel-Blocks.
No. 1	510 ft.	77 ft.	25 ft.
No. 2	350 ft.	55 ft.	24 ft.
No. 3	714 ft.	88 ft.	34 ft.

3 Dry Docks.
1 Patent Slip capable of lifting vessels up to 1,000 tons.
The Salvage Steamer "OURA-MARU," 716 tons and 12 knots speed, is always
ready at short notice.

AT KOBE:—Telegraphic Address: "WADADOCK" KOBE.

	No. 1.	No. 2.
Floating Docks.	7,000 Tons.	12,000 Tons.
Lifting Power	460 Feet.	580 Feet.
Max. Length of Ship taken in	55 "	66 "
" Breadth " " "	22 "	25 "
" Draft " " "	22 "	25 "

The Salvage Steamer "ARIMA-MARU," pumping capacity per hour 2,000 tons.
The Floating Barge, capable of lifting 40 ton weight.

ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION

PEARSON'S HYCOL

CO-EFFICIENT 18/20.
The most Powerful Disinfectant in the World.
Guaranteed 18/20 times more effective than Pure Carbolic Acid under Government
Standard Test on Typhoid Germs. Certificate of Strength given to each buyer.
Non-Poisonous and Non-Irritant to Human and Animal life. Non-Corrosive.
One Gallon will make 400 Gallons of Efficient Disinfectant. Perfect Kill in Water.

PRICES:
\$3.00 per 1 gall. Drum. \$12.50 per 5 gall. Drum. \$2.60 per 1 gall. in Bulk.

Pearson's Saponified CRESOL

PRICES:
Co-Efficient 10; \$1.95 per 1 gallon Drum.
" 5; \$1.75 per 1 gallon Drum.

Ask other Manufacturers of Fluids for a Guarantee of the Germicidal Strengths of their products
(in relation to Pure Carbolic Acid) under the Standard Test on Typhoid Germs, and then com-
pare the result with our HYCOL. This is the only way you can arrive at the Germ Kill-
ing Properties and at the true value of a Genuine Disinfectant Fluid.

DODWELL & CO., LTD., SOLE AGENTS for HONGKONG,
SOUTH CHINA and JAPAN
For Pearson's Antiseptic Co., Limited.

LONG HING & CO., PHOTO SUPPLIES.

17, QUEEN'S ROAD CENTRAL.
JUST UNPACKED:—
FOLDING POCKET CAMERAS, fitted with GOERZ,
ZEISS and ROSS LENSES, FREMO FILM and
PLATE CAMERAS, KODAKS, FILMS and
ACCESSORIES. AT MODERATE PRICES.
DEVELOPING AND PRINTING A SPECIALITY. [910]

C. LAZARUS & CO., 60 & 61, BENTINCK STREET, CALCUTTA.

BILLIARD TABLES

Manufactured in CALCUTTA of TIMBER which has been
THOROUGHLY SEASONED.

CATALOGUE AND PARTICULARS ON APPLICATION.

C. LAZARUS & CO., CALCUTTA.

TRY WEISMANN'S COFFEE

ROASTED AND GROUND ON OUR
PREMISES DAILY.

In ½ lb. and 1 lb. Tins.

HONGKONG CLUB.

NOTICE.
AN EXTRAORDINARY GENERAL
MEETING of the Members of the Club
will be held in the Club House, TO-MORROW
(WEDNESDAY), the 31st August, 1910, at
5.15 P.M., for the purpose set forth in the Notice
posted in the Hall of the Club.
By Order,
JAMES CRAIK,
Secretary.
Hongkong, 22nd August, 1910. [968]

BOXING! AT THE CITY HALL.

On SATURDAY, 3rd SEPTEMBER, 1910.
MAIN EVENT:
BILL LEWIS v. BATTILING SIMMS,
25 Three Minute Rounds
for a Purse of \$1,000.
4 Preliminaries.
Bookings and Plans at ROBINSON PIANO
Co., Ltd.
Promoter, E. H. WHITTAKER.
Hongkong, 29th August, 1910. [989]

STATE OF NORTH BORNEO.

TENDERS FOR REVENUE FARMS.
TENDERS are invited for the lease of the
REVENUE FARMS in the STATE OF
NORTH BORNEO from 1st JANUARY, 1911, as
set out hereunder:—
Tenders will be received at the Office of the
Government Secretary, Sandakan, up to 12 o'clock
NOON, on the 1st day of OCTOBER, 1910, for the
purchase of the exclusive privileges of the Farms
mentioned below for a period of 1, 2 or 3 years,
commencing on the 1st JANUARY, 1911.
The Farms above referred to are the OPIUM,
SPIRIT, GAMBLING, and FISHING FARMS for
the whole or part of the State. Copies of
the Forms of Contracts for the Farms and full
particulars of the conditions to be observed by
tenderers may be seen on application at the
Office of the Government Secretary, Sandakan,
or of Messrs. GUTHRIE & Co., Singapore and
Frasar, or of Messrs. GIBB, LIVINGSTON & Co.,
at Hongkong.
The retail rates for Opium fixed by Govern-
ment for the Opium Farm for 1911, 1912 and
1913 are those specified below, viz.:—
For every 5 lb. packet ... \$0.14
" 4 " " ... 0.19
" 5 " " ... 0.24
" 6 " " ... 0.28
" 3 lb. receptacle ... 1.45
" 1 tahi " ... 4.80
Hongkong, 21st June, 1910. [762]

THE HASTINGS SHINGLE MANUFACTURING Co., LTD.

BRITISH CANADIAN LUMBER Co., LTD.

VANCOUVER LUMBER Co., LTD.

ORIENTAL REPRESENTATIVE:
P. KEITH MACKEDIE,
Third Floor,
HOTEL MANSIONS,
HONGKONG.
NOW OFFERING
BRITISH COLUMBIA
FIR LUMBER
IN ALL SIZES, LENGTHS, AND GRADES.
Hongkong, 26th August, 1910. [982]

HOTELS

HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.
Dining accommodation for 300 Persons.
Well Furnished Reception Rooms.
Private Bar and Billiard Room for Hotel
Residents.
Electric Lifts to each Floor.
Electric Lighting and Fans.
Telephones on every Floor.
Every Comfort.
Ladies' Afternoon Tea Rooms.
Ladies' Cloak Rooms.
Meat in attendance.
CHARGES MODERATE AND NO EXTRAS.
[a35] A. F. DAVIES, Manager.

KING EDWARD HOTEL.

A HIGH CLASS HOTEL.
Ladies' Afternoon Tea-Room.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted; Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the
MANAGER.
Hongkong, 24th July, 1905. [a358]

ORIENTAL HOTEL

No. 2, QUEEN'S ROAD CENTRAL.
A THOROUGHLY FIRST-CLASS AND
UP-TO-DATE HOTEL.
SITUATED in the most central position,
Large and Airy Rooms. Hot and Cold
Water Baths. Gas and Electric Light.
Cuisine entirely under European Supervision.
Private Bar and Billiard Rooms. Monthly
Rates for Tiffin and Dinner. Terms moderate.
FREDERICK REICHMANN,
Proprietor and Manager,
(late Manager of J. LLOYD & Co. (Troadero)
leading Caterers in London, and of the
GRAND ORIENTAL HOTEL, Colombo).
Telephone No. 197.
TELEGRAPHIC ADDRESS "COMFORT,"
Hongkong.
Hongkong, 16th April, 1910. [a542]

"BRAESIDE." PRIVATE HOTEL.

STANDING in its own grounds with Tennis
and Croquet Lawns, Large Airy and
Well Furnished Rooms, every home comfort
Fine View of the Harbour.
Telephone No. 690.
Apply to— Mrs. F. W. YATTS,
"Braeside," 20, Macdonnell Road,
Hongkong, 4th December, 1907. [a36]

VICTORIA HOTEL

SHAMKIN-CANTON.
MANAGER—MR. H. HAYNES.
Telegraphic address—"VICTORIA, SHAMKIN."
SITUATED ON THE BRITISH CONCESSION

MACAO HOTEL

MACAO
Telegraphic address—"FARMER, MACAO."
SITUATED IN THE CENTRE OF PRATA GRANDE
Both Hotels electrically lighted, and under
experienced European Supervision.
GUIDES AND CHAIRS PROVIDED.
Every information and Special attention given
to Tourists.
REASONABLE RATES.
WM. FARMER
Proprietor
[a1623]

"BOA VISTA" (HOTEL-SANITARIUM OF SOUTH CHINA).

MACAO.
THIS Hotel is under European manage-
ment and most strict supervision as to
food, cleanliness and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous for
a few days rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.
Macao is 40 miles south-west of Hongkong.
Two steamers (i.e. *But* and *Suei*) daily to
and from Hongkong, and two steamers to and
from Canton, give easy communication with
both these centres.
Cable Address—"BOA VISTA."
For Terms, apply to
[a215] THE MANAGER

A LING & CO., 19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS
STORE.
Photographic Goods of every Description
in Stock.
Developing and Printing Undertaken.
Hongkong, 31st July, 1907. [546]

INTIMATION

A. S. WATSON & CO.,
LIMITED,
ESTABLISHED A.D. 1841.

WINE & SPIRIT MERCHANTS.

WATSON'S
VERY OLD LIQUEUR
SCOTCH WHISKY
A BLEND OF THE FINEST PURE
MALT SCOTCH WHISKIES.

For over 30 Years WATSON'S
"E" has maintained the re-
putation of the FINEST
SCOTCH WHISKY in the
FAR EAST.

A. S. WATSON & CO.,
LIMITED,
ALEXANDRA BUILDINGS.

NOTICE TO CORRESPONDENTS.
ONLY communications relating to the news
columns should be addressed to THE EDITOR.
Correspondents must forward their names and
addresses with communications addressed to the
Editor, not for publication but as evidence of
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All letters for publication should be written on
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No anonymously signed communications that
have already appeared in other papers will be
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Orders for extra copies of DAILY PRESS
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publication. After that hour the supply is
limited. Only supply for Cash.
Telegraphic Address: PRESS.
Cable: A.B.C. 5th Ed. Lieber.
P. O. Box, 34. Telephone No. 13.

BIRTH.

On August 21st, at Shanghai, to Mr. and
Mrs. A. KANE, a son.

DEATHS.

On August 2nd, at Shanghai, Row and Lyne,
only child of Mr. and Mrs. L. D'OLIVEIRA,
aged fourteen months.

On August 22nd, at Shanghai, KAREN
OSTERMAN, aged 29 years.

On August 22nd, at Shanghai, CARL VOGEL,
aged 21 years.

On August 23rd, at the Isolation Hospital,
Shanghai, F. W. CALSEN, Commander,
Revenue steamer *Chue Tai*, aged 44.

HONGKONG OFFICE: 10A, DES VOUY ROAD C
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, AUGUST 30TH, 1910.

For the past eighteen months or more a
newspaper printed in the English language
and conducted by Chinese has been pub-
lished daily in Peking. Its mission is
that of "an expositor of the Chinese side of
international complications." Our con-
temporary, we notice, is somewhat distressed
because some of the foreign newspapers
have denounced it as "anti-foreign"—a
"very silly and narrow-minded" proceed-
ing, it says, and no more appropriate
than it would be to denounce the
counsel of a defendant at the Shanghai
Mixed Court as "anti-foreign" because he
happens to defend a Chinese client against
a foreigner. We do not know that we are
included among the foreign newspapers
which have denounced "The Peking
Daily News" as "anti-foreign," but if
we have not given expression to that senti-
ment, we have long entertained it. We
are glad to be assured that the impres-
sion is erroneous, and that the *raison d'être*

"the duty"—of our contemporary is "to
remove misunderstandings and to prevent
their recurrence." We can only say that
our contemporary seems to have a most
unhappy way of doing its duty.

Before reading the exposition of our
contemporary's "position" which appeared
in its issue of the 19th inst., we had read
an article in the issue of the 17th inst.
dealing with the operations by the Portu-
guese to exterminate a gang of pirates from
the island of Colowan—an article which
probably led to the re-statement of our
contemporary's benevolent aims and objects
two days later. In this article the Chinese
view of the matter is stated in terms as mis-
chievous as they are misleading, and the
most reckless statements and suggestions
are made in discredit of the Portuguese
Colonial Government. Such an article—
and it is typical of many others we have
seen—can do nothing to remove misunder-
standings, but it is patent to the meanest
intelligence that it might do very much to
increase them. In the first place the allega-
tion is made that Colowan has been a
pirates' lair for thirty years, and no "suc-
cessful efforts" have been made to dislodge
them, and our contemporary goes on to say:

"Why is it that no similar pirates' lair
has been defying the authorities on Chinese
territory? The answer is obvious. The
Macao Government could not neglect ignor-
ance, for the fact of Colowan being a
pirates' nest was well known along the
Kwantung coast. Either they were
criminally negligent, or they had an interest
in not uprooting piracy in the Canton Delta.
It is a well known fact that the ammunition
dealers at Macao pay a very large sum
annually to the Macao Government for
their licence to sell firearms. As very
severe restrictions are imposed on the ex-
portation of arms and ammunition from
Hongkong, it is reasonable to believe that
the pirates at Colowan and those in the
West River obtained their arms from
Macao. It is estimated that during the last
ten years, no less than 500,000 rifles have
been imported into Macao, and thence got
into the hands of the pirates."

Then the point is made that the pirates are,
to a man, inveterate gamblers, and that "for
the interest of the fan-tan and other gambling
monopolies at Macao, therefore, it
is obvious that the pirates should be left
alone." Finally, we are told that "it is
scarcely to be wondered at that the Canton
authorities have had difficulties in sup-
pressing piracy when the pirates could claim
foreign protection."

Most of our readers are aware that
the Foreign Powers, and Great Britain
especially, for many long years, brought the
utmost pressure to bear on China to sup-
press piracy in the Canton Delta and the
West River, and that finally a British
Admiral went the length of placing his
own gunboats on this duty in the West
River. Was it true at that time that "no
similar pirates' lair had been defying the
authorities on Chinese territory"? Was it
known that the principal gang of pirates was
located at Colowan and claimed foreign
protection? While in one part of the
article an argument is built up on the state-
ment that these pirates have had their nest
in Colowan for thirty years, the contradic-
tory statement is made in the last paragraph
of the article that "the difficulties with
which the Chinese authorities have to cope
have never been realized until it transpired
that the principal nest of pirates claims
foreign protection." It is an interesting
comment on this point to mention that there
are six or seven of them now in custody in
Hongkong, and their extradition is de-
manded, not by Macao, but by the Chinese
Government. To suggest that Macao has
encouraged pirates and desperadoes to seek
an asylum within her borders is too reck-
less and absurd to require refutation;
for even though they be in truth the most
inveterate supporters of gambling insti-
tutions, men who are known to be
kidnappers and desperadoes of the worst
type are not likely to receive a welcome in
any community, civilised or barbarous. It
was the Portuguese who cleared out the
nest, and if it be really true that the
Chinese authorities have known Colowan
to be a pirates' lair for thirty years, it
can only be said that they are open
to strong censure for not doing more
than they have done to get them exter-
minated, for they could have counted upon
the co-operation of the Portuguese authori-
ties as confidently as they could have relied
on the British authorities had the gang
made their lair within the Colony of
Hongkong.

The German Mail of the 28th July was
delivered in London on the 27th inst.

A Chinese appeared before Mr. E. R. Halifax
at the Magistracy yesterday on a charge of
assaulting a blind girl at Shektonai. Defen-
dant is alleged to have poked a pot of tar over
the head of complainant. The hearing of the
case was adjourned.

Major J. A. Stewart, Army Ordnance De-
partment, and Major A. J. Leav, Army Pay
Department, from the London District, have
been placed under orders for duty at Hongkong.

The following typhoon warning was received
at the American Consulate-General at 10.30 a.m.
yesterday:—Manila, August 29th, 9.45 a.m.
Cyclone or typhoon near or over Bashi Channel
developing.

A coolie employed at West Point Police
Station, who was found guilty of stealing six
chickens from a crate, was sentenced by Mr.
J. R. Wood at the Magistracy yesterday to one
month's imprisonment.

The total output of the Chinese Engineering
and Mining Company, Limited, three mines
for the week ending 13th August, 1910, amounted
to 23,106.38 tons and the sales during the period
to 18,779.91 tons.

The health return of the Colony for the week
ending August 27th shows one case of plague
and one fatal case of enteric fever. The total
number of plague cases since January 10th is
25, and Chinese, of which 23 were fatal.

We understand that a meeting of shareholders
in the China & Manila Steamship Co., held
yesterday at the office of Messrs. Shawan,
Tomes & Co. the General Managers, approved
the proposal to transfer the Company's
steamers to the American flag. The meeting
was private.

The return of visitors to the City Hall Library
and Museum for the week ending 28th August,
1910, shows that of non-Chinese there were 375
to the Library and 176 to the Museum, and of
Chinese 149 to the former and 2,423 to the
latter. The Library was, therefore, used by 524
persons and the Museum by 2,599.

A native boatman appeared before Mr. E. R.
Halifax at the Magistracy yesterday charged
with being in possession of a quantity of opium.
He was fined \$57. Another Chinese who was
found guilty of having opium on his premises
at 24, Chi Loong Lane, Wanchai, was ordered
to pay a fine of \$60.

The Kaiser on the 4th inst. received in fare-
well audience the Chinese Minister in Berlin,
General Yin-Chang, who has been appointed
Chinese Minister of War. General Yin-Chang,
who recently received the First Class of the
Order of the Red Eagle, was now presented
with a life-size portrait of the Emperor in a
gold frame.

An unsigned advertisement appears in the
Shanghai papers announcing that it is proposed
to establish a shareholders' stock exchange
where members can meet in central offices, and
transact business direct between buyer and seller.
There is to be no brokerage, no commission,
no jobbing, only a nominal monthly subscription
to defray expenses.

A Chinese called at a house in Queen's Road
East, borrowed a pair of pycnors from the
mistress, and entering the building next door
ent away a quantity of opium, which he
removed. He was arrested on Saturday, and
on appearing before Mr. J. R. Wood at the
Magistracy yesterday was sentenced to six
weeks' imprisonment and four hours' stocks.

Rear-Admiral Robert Henry Simpson Stokes
has been selected for the appointment of Admiral
Superintendent of Devonport Dockyard in suc-
cession to Vice-Admiral Charles Henry Cross.
Admiral Stokes was Commander in Charge at
Hongkong from 5th March, 1907, to 30th Octob-
er, 1908, when he returned to England in con-
sequence of his promotion to Rear-Admiral.

A search was made on board the E. and A.
steamer *Eastern* at Sydney on August 3rd by
Mr. Cobb, officer in charge of Customs searches,
and amongst the passengers' luggage a
portmanteau was discovered containing 40 tins
of opium. As there was no claimant for the
portmanteau it was handed over to the King's
warehouse. The *Eastern* departed two hours
afterwards.

It is reported from Peking that since the
return of H. H. Prince Tsai Tuo from Europe
and America he has been paying much atten-
tion to the subject of flying machines. His
Highness desires to order several of these
contrivances from the French factory where
they are made for military use. A Shanghai
exchange learns that two samples have been
completed and will soon be sent to Peking and
given a trial before His Highness.

Notwithstanding the many severe sentences
recently passed on snatchers, the examples made
by the Magistrates do not seem to deter others
from this form of theft. Another Chinese
was charged before Mr. J. R. Wood at the
Magistracy yesterday with snatching two
bangles from a child in the Central Market.
When arrested by P. C. Hodge the defendant
was found to be in possession of the stolen
ornaments. His Worship, after hearing the
evidence, passed sentence of one year's imprison-
ment with hard labour, six hours' stocks and
twelve strokes of the birch.

Two destitute Germans who were found
wandering about Shanghai were taken before
the Mixed Court on the 21st instant, where a
pitiful story was told. It was found that the
men had gone ashore in a Korean port on two
leaves' leave; and when they returned their ship
had sailed. The men made their way to Japan
and were shipped by the authorities there to
Shanghai. After hearing the facts of the case
the German Assessor ordered that the men be
detained at the station, intimating that they
would be sent home by the next mail. Pro-
ceedings will also be taken against the captain
of the steamer they belonged to for the recovery
of the men's wages, of which there is said to be
three months' due to them, and also the cost of
sending them home.

Three Filipino youths appeared before Mr.
J. R. Wood at the Magistracy yesterday on a
charge of stealing six chickens, and they were
defended by Mr. Leo d'Almada e Castro. In-
specter Cameron informed the Court that the
boys pulled the chickens up in a basket from the
door of a flat beneath them, kept one, and after
killing the others threw them on to the floor
from which they had taken them. As the
principal witness for the prosecution had left
the Colony, however, he was not in a position to
proceed. Defendants were dismissed.

A gentleman, who has just returned to
Australia from a trip to Java and the Archi-
pelago, gives some very interesting information
about the position of the Chinese in Java.
Though only 1 per cent. of the population,
they occupy a position, he says, out of all
proportion to their numbers. They are the
middlemen of the East, a link between the
white races and the Asiatics. They are
not coolies or field labourers. They
live by their brains, and not by their hands. The
rich Chinese in Batavia live in great style. It
seemed incongruous to the Australian to see
fat Chinamen lying back luxuriously in flash
motor cars or behind high-stepping horses, with
coushman, footman, and eyes in livery. In the
early days of Dutch occupation the Chinese were
employed as tax farmers, and their oppressions
were often horrible. But the Government was no
better. European business firms find the Chinese
indispensable in marketing goods. John Chin-
aman alone has the patience and cunning to bar-
gain with the petty Eastern agents who deal
direct with the native consumers. The Chinese
were also the money-lenders and the usurers.
Efforts had been made to exclude the Chinese
from Java, but the conviction was that John
Chinaman was no worse than another man
would be in his place. So nothing was done,
and John remains and waxes wealthy.

THE "RULE OF THE ROAD" IN
HONGKONG HARBOUR.

FRENCH CAPTAIN FINED.

Capt. W. A. Valentine, of the s.s. *Kinshan*,
brought a charge in the Marine Court yesterday
against Captain E. Bismarck of the s.s. *Charles
Hardouin*, for failing to observe the rules of
the road in the waters of the Colony at about
10 p.m. on the 24th inst.

Mr. W. E. L. Shenton, of Messrs. Dawson,
Locker and Dawson, represented the plaintiff,
and Mr. E. J. Grist, of Messrs. Wilkinson
and Grist, appeared for the defendant.

After hearing the evidence Commander Basil
Taylor, B.N., the Marine Magistrate, held
that the *Charles Hardouin* failed to keep
well clear of the *Kinshan* as required by
rule No. 19; that she did attempt to
cross ahead of the *Kinshan* thereby offending
against Rule 22.

The defendant was fined \$150 or two months'
imprisonment.

THE FINANCIAL SITUATION AT
SHANGHAI.

It is evident, says the *N. C. Daily News* of
the 24th inst., that some uncertainty exists
regarding the precise nature of the financial
arrangement made between the foreign banks
and the Taotai to cope with the situation caused
by the failure of native banks. The loan of
Tls. 3,500,000 was agreed upon for the purpose
of meeting the native orders on the three
Chinese banks that were held by the foreign
banks, of meeting any other orders on these
banks that had been dishonoured and were still
held by foreign firms, and finally, of assisting
to strengthen the general financial situation.

When it became known that there might be
an attempt made to divert the benefits of this
arrangement to meeting native orders that did
not legitimately "come within the meaning of
the Act," it was decided that there could be no
public invitation for the handing over of native
orders on the three banks to the foreign banks;
but the latter took steps to call in as many as
possible. These were subjected to a close
scrutiny. The total number honoured by
the foreign banks amounted approximately
to Tls. 1,400,000. The balance of the
loan i.e. Tls. 2,100,000 (approximately), was
handed over to the Taotai, and payment
of dishonoured native orders held by for-
eigners, that "come within the meaning of
the Act," has now to be sought from the
Taotai through the Acting-Senior Consul.
Already, we understand, claims have been
registered for sums amounting to over Tls.
1,000,000; but as these will be subjected to a
searching examination, the amount finally paid
may be considerably reduced. This arrange-
ment is not made for the benefit of Chinese
holders of native orders who may have per-
suaded foreigners to include their orders in the
foreigners' claims; nor will it be applied to
native orders held as collateral security. Chinese
creditors must deal direct with the Taotai.
There has been some delay on the part of the
Taotai in meeting these supplementary claims,
as he would seem to have distributed the Tls.
2,100,000 among the native banks without re-
serving any of this sum to meet further foreign
claims, and he is now not anxious to disturb the
interest thus accumulating. Representations,
however, on the subject will be made, and
eventually the Taotai's part of the bargain
should be satisfactorily discharged.

LATEST STEAMER MOVEMENTS.

The *Apar* str. *Lightning* from Calcutta left
Singapore on the 23rd instant, and may be
expected here on or about the 2nd prox.

The P. & O. S. N. Co.'s str. *Palma* left
Singapore for this port on the 28th instant, at
10 a.m., and is due here on the 2nd prox., at
about 8 a.m.

The C.P.R. Co.'s str. *Montague* left Yokohama
for Victoria and Vancouver, B.C., on the
27th instant, at 5 p.m.

The Yokohama Office of the C.P.R. Co. is in
receipt of a wireless message from the R.M.S.
Empress of India, which left Vancouver on the
evening of the 12th inst., reporting all well and
that the Commander expects to reach Yokohama
at 8 a.m. on the 31st inst. At the time
the message was despatched the steamer was
1,175 miles distant from Japan.

TELEGRAMS.

[Protected by the Telegraph Message
Copyright Ordinance, 1894.]

[REUTER'S SERVICE TO THE "HONGKONG
DAILY PRESS."]

THE "BEDFORD'S"
SUCCESSOR.

LONDON, August 28th.

The cruiser "Newcastle" has been
ordered to be commissioned to replace
the "Bedford."

[The *Newcastle* was launched in 1909, and is
to be completed next year. She has a displace-
ment of 4,800 tons and a designed I.H.P. of
22,000. Her engines are turbines, and her
designed speed is 25 knots. She has two six-
inch, ten four-inch and eight machine guns.]

THE TURKISH NAVY.

REPORTED BRITISH PROPOSALS
FOR THE SALE OF SHIPS.

LONDON, August 28th.

From Constantinople it is reported
that proposals have been made to the
Ministry of Marine for the sale of two
warships about to be withdrawn from
the British Navy, but it has been
resolved henceforward only to buy
new vessels built to order.

[The British Admiralty must have departed
from its traditional policy if it has offered
obsolete warships for sale to another Power.
The usual condition of sale is that the ship
has to be scrapped. The Admiralty may, of
course, have been influenced by the recent pur-
chase of warships by Turkey from Germany.]

ITALY AND AUSTRIA.

LONDON, August 28th.

Reuter's correspondent at Rome
reports that the Foreign Minister,
Marquis di San Giuliano, has pro-
ceeded to Lodi to meet the Emperor
Franz Joseph and Baron Aehrenthal.

THE CROWN PRINCE OF
GERMANY.

LONDON, August 29th.

Reuter's correspondent at Berlin
reports that the Crown Prince tem-
porarily relinquishes his military
duties on October 1st.

His Imperial Highness attends regu-
larly the Reign and Colonial
Offices to study Eastern politics
preparatory to starting on his voyage.

The Prince sails on the cruiser
"Gneisenau," probably returning on a
German liner.

THE KOREAN ANNEXATION
TREATY.

LONDON, August 29th.

The Korean Annexation Treaty has
been published in Washington.

The Korean tariff will be continued
for a decade.

Masampo will no longer be an open
port. Shinwiju is to be opened
instead.

On the treaties with the Foreign
Powers ceasing to operate, Japan's
existing treaties will be applied to
Korea.

CATTLE DISEASE IN SLAM.

The official returns for two more months—
May and June—of the losses from cattle dis-
ease in this country have now been issued, says
the *Evening Times* of the 16th inst. The posi-
tion is distinctly worse, and it may be of interest
to repeat the figures we gave the other day,
alongside the new ones. The following are the
recorded losses:—

	Cattle.	Buffaloes.
February	4,491	5,245
March	4,024	5,545
April	4,611	5,568
May	4,790	8,964
June	5,565	10,221

The biggest epidemics were in Monthons
Udon, Bayap, Nakhon Sawan and the Malay
Peninsula.

VALUE OF CRICKET.

The Headmaster of Eton (Canon the Hon.
E. Lytton) distributing the prizes at the
Eton County Secondary School, at Windsor,
last month, told the boys it was much better
for them to play cricket than to look in shop win-
dows. Visitors from abroad were amazed
at the games at Eton. Cricket did not succeed
in France, for one reason because they never had
a good sweep of green grass, and because the
batman had not learned to bat. He walked
away with several contusions on his legs, and
said cricket was an over-rated game. In Eng-
land our forefathers did not mind getting bruised
on their legs, and if they were to tell him they
did not care for cricket because it hurt, he
should form a very poor opinion of them.

HONOURING A MACAO HERO.

SUNDAY'S CEREMONIES.

We have already described the ceremonies
conducted at Macao on Thursday in honour
of the memory of the late Colonel Mesquita, the
hero of perhaps the most notable military
episode in the history of Macao. It now remains
to chronicle the funeral obsequies which took
place on Sunday.

Seldom has there been seen in Macao a larger
gathering of Portuguese. Representatives came
from Hongkong, Canton, Shanghai and Japan
to honour the memory of one who by his heroic
and patriotic efforts in 1849 saved the Colony from
total destruction by the Chinese invaders.
Between Saturday and Sunday it is calculated
that over a thousand Portuguese arrived, and
there was great difficulty in finding accom-
modation for them all.

The funeral cortege was announced to leave
the Cathedral sharp at 5.30 p.m. By 5 o'clock
there was an immense mass of people of every
nationality in the streets surrounding the
Cathedral, and members of each section, civil
and military, subsequently entered the Cathe-
dral to occupy their respective places for the
procession. The following was the order of the
cortege:—

The Salesians' Band.
The Band of the Immaculate Conception.
Sailors, soldiers, the scholars of the Escola
Central, Commercial, Lyceum and Institute, the
girls of the Central School and the Seminarists
of the St. Joseph's College, forming two lines.
The Cross and the Clergy.

The gun carriage, whereon the urn containing
the remains of Col. Mesquita was placed amidst
numberless wreaths and palms guarded on both
sides by the Shanghai Portuguese Volunteers
(the huge wreath from the Hongkong Com-
mittee being at the rear carried by a sailor).
The Standard of the Leal Senado.

His Excellency the Governor and the staff,
members of the Government, and Provincial
Council, members of the Municipal Council.

The Consular Body.
The Macao and Hongkong Committees,
officers of the Army and Navy, the public
officials and the invited guests.

The Band of Philharmonia (from Hongkong).
The Band of the Orphan's Asylum.

At 5.30 precisely Dr. Almeida and one of the
members of the Hongkong Committee received
the funeral urn while the procession was
starting, and it was placed on the carriage
conducted by sailors and soldiers of the garri-
son. Close to the urn was a beautiful *immor-
telle* with an appropriate inscription from the
Lusitano Club of Hongkong.

The four bands played alternately during the
procession, the funeral march of Chopin
being played by the Philharmonia Band. Over
2,000 took part in the procession and every
corner of the city along the street was crowded.
The chief mourner was Miss Mesquita, the only
surviving daughter of Colonel Mesquita.

When the cortege reached the cemetery a
Company of Infantry with the Military Band
took up a position at the gate. After the last
prayers were recited in the Chapel by the clergy
three volleys were fired by the Infantry con-
tingent. Before the remains were lowered
into the grave, His Excellency the Governor
addressed those present, and orations were also
delivered by the President of the Leal Senado
Lient. Col. Marques, Dr. S. Peron of the
Padria and Mr. A. B. Basto. The ceremonies
concluded about 8 p.m. and the people dispersed.

Never perhaps has Macao had such a grand
and imposing funeral cortege, accompanied by
such a crowd of people, and the event is one
which will long dwell in the memory of those
who witnessed it.

THE KING'S BIRTHDAY.

A notification has been issued by the Naval
and Military Authorities at Devonport that the
official celebration of the anniversary of the
King's birthday has not been fixed beyond this
year. The anniversary date of his Majesty's
Accession will be May 6th.

DECLINE IN JAPANESE TRADE.

In a Consular report of the Japan for 1909 Mr.
E. F. Crowe, Commercial Attaché to the British
Embassy at Tokyo, says the total import and
export trade amounted to £22,413,033, a decrease
of £734,165, or a little less than 1 per cent., as
compared with the previous year, but a falling
off of £12,255,993, or 12.9 per cent., as compared
with the record year of 1907. In last year's re-
port it was stated that a decrease in the total
trade as compared with the total for the pre-
ceding year was an event that had occurred only
once in recent Japanese commercial history, but
one decrease on the top of another decrease is a
thing which has not happened since 1884, at
which date the total trade was worth less than
£7,000,000.

SHANGHAI TRADE.

Messrs. Albert & Co.'s Piece-Goods Market
Report says:—

The market has been quiet throughout the
week. Clearances from stock have, however, been
maintained upon a fairly good scale, and there
is undoubtedly plenty of business in the back-
ground, but credit facilities are lacking.
The monetary situation continues very strained.
Although some preliminary steps have been
taken by the Taotai to put himself in a position
to comply with his agreement in regard to the
loan made by the Foreign Banks, satisfactory
progress in the interval has been made in relief of
the financial strain. The Taotai, by terms of the
Imperial Decree sanctioning the loan, has the vir-
tual appointment of Official Receiver in the matter
of the Native Banks that have failed. For this
purpose the principals concerned in the recent
disasters are required by him in order that he
can carry out such investigations as are neces-
sary, and if this can be done without his having
to have recourse to criminal procedure against
them, well and good, and the administration of
the loan can be taken in hand by the Taotai in
accordance with the terms of the agreement
made between him and the Foreign Banks, but
at present matters may be brought to a dead-
lock by other interests concerned in the recent
failure.

THE CLOUD IN TIBET. BRITISH ACTION AND ITS RESULTS.

(By Sir Francis Younghusband in
"The Times.")

The news that two battalions of Infantry and a battery of Mountain Artillery have been sent to Gantok near the Tibetan frontier will not come as a surprise to those who have followed events in Tibet, and studied the situation as disclosed in the Blue Book published a few weeks ago. It has been recorded how little by little the results of the Lhasa Mission of 1904 have been thrown away. With steady persistence the acute Chinese have insinuated themselves between us and the Tibetans once more. The direct and constant personal contact with the Tibetans which the Indian Government have always insisted was the surest guarantee for concord on that frontier no longer exists. Reports from Trade Agents state that the Chinese do not allow the Tibetans to deal with them direct. What was the main object of the mission to bring about, what it had at great cost established, and established with ample guarantees, has been allowed to lapse. Deliberately, from the necessities of international considerations, we have stepped back in some cases; in other cases we have simply slid back through not appreciating the value of what we were letting through our hands. Then, when we had foregone all our advantages, the Chinese with one of those big heavings which they now and then so unexpectedly put forth seized the opportunity, increased their garrison at Lhasa from 500 to 24,000, deposed the Dalai Lama, put Chinese soldiers in the Minister's house, began replacing Tibetan by Chinese policemen, closed the arsenal and the mint, held the ferries, reinforced the garrisons throughout Tibet, and forcibly occupied and dispossessed the Tibetans of their provinces in Eastern Tibet. All this was done, too, while securing our Minister at Peking that they merely wished to police the country and ensure that the Tibetans should fulfil their treaty rights.

THE TREATY OF 1904.

Such is the situation which has arisen with such startling rapidity. How it arose is worth examining. The Lhasa Treaty of 1904, which was confirmed by the Anglo-Chinese Convention of 1906, was by its preamble intended to restore the relations of friendship and good understanding which had existed between the British Government and the Government of Tibet. Trade routes to which all British and Tibetan subjects would have free right of access were to be established. A Tibetan Agent was to be appointed at each market, who would receive from the British Agent any letter which the latter might desire to send to the Tibetan or Chinese authorities. An indemnity of 75 lakhs of rupees, equivalent to half a million sterling, was exacted, which was to be payable in 75 annual instalments at such place as the British Government might indicate, "whether in Tibet or in the British districts of Darjeeling and Jalpaiguri." As security for the payment and for the fulfilment of the terms of the trade route, the British Government were to continue to occupy the Chumbi Valley. By a separate agreement the Tibetans also undertook to let the British Agent at Gyantse proceed to Lhasa itself to settle any business matters which he could not arrange with the Tibetan Agent locally.

These were the undertakings made on paper with the Tibetan. And a sure guarantee for effecting our main object was that they will be made on a reasonable and not a trade basis. The Tibetans were certainly much better disposed towards us at the conclusion of the treaty in Lhasa than they were before we entered the country. Moreover, the relations of the mission with the local Chinese authorities were perfectly cordial. The Chinese Resident assisted in the negotiations and was present in the Potala when the treaty was signed.

International considerations and the exigencies of Imperial policy caused the Home Government to forego the most important of these advantages. They had never authorized what the Indian Government had so insistently urged—the right to send a British officer to Lhasa, and this right was at once abandoned. The amount of the indemnity was thought excessive and was reduced from 75 lakhs to 25 lakhs of rupees. And, lastly, we declared that the British occupation of the Chumbi Valley would cease after the payment of three annual instalments of the indemnity. The trade routes which had been effectively opened for three years, and that, in the meantime, "the Tibetans shall have faithfully complied with the terms of the said convention in all other respects."

THE INDEMNITY.

This much we gave up spontaneously and deliberately. Now the Chinese began to act. By a clever move they proposed to pay the indemnity for the Tibetans—out of commiseration for their poverty. An Imperial Decree was issued in November, 1905, a couple of months before the first instalment was due, commanding that the Chinese Government should pay over the indemnity direct to us for and on behalf of Tibet.

In telegraphing home this information Sir Ernest Satow, our Minister at Peking, suggested that we should refuse to receive payment in this manner, for he believed, and every subsequent event has justified his belief, that the Chinese Government were trying to make themselves the intermediary of all communications between India and Tibet, and that the declaration of the intention to pay the indemnity was intended to force the hand of the Indian Government and induce them to accept an arrangement which the Chinese Government could afterwards quote as a precedent in other matters. Lord Lansdowne concurred in this view. The indemnity, he said, was required of the Tibetans partly as a punitive measure and partly in order that by the annual payment of the necessary instalments they should formally recognize the binding nature of the obligations entered into by them. Should the annual instalments be paid by the Chinese Government, the punitive effect of the indemnity would disappear. The Government of India thought with Sir Ernest Satow and Lord Lansdowne, and considered that the annual payment by the Tibetans in Tibet, even though China should provide the money, would be preferable, from the point of view of local politics, to the payment of a lump sum by China direct.

The Tibetan Government were accordingly notified that a lakh of rupees (£6,666) was due on January 1, 1906, and should be paid at Gyantse to our Agent. The Tibetans replied after the date named that the Chinese Resident had told them that payment of the indemnity was to be a matter of discussion between us and China. Thus, as the Indian Government pointed out, through the action of the Chinese, the Treaty had been broken by the Tibetans, for no payment of the indemnity had been made on the date fixed. They proposed, therefore, to inform the Tibetan Government that they held them responsible.

The Secretary of State, now Lord Morley, approved this proposal, but added that this would not preclude our accepting payment eventually from the Chinese Government. "Direct payment by China could not be refused

by us," he said, "after the Adhesion Convention had been concluded."—The Convention under negotiation with the Chinese to confirm our Treaty with the Tibetans.

THE QUESTION OF INSTALLMENTS.

Besides this question as to whether the Chinese or Tibetans should pay us the indemnity, another point arose. The Tibetans had themselves asked that it should be paid in instalments of one lakh each, and this was the arrangement entered into in the Treaty. The Chinese now proposed to pay it all off in only three annual instalments, and this suggestion the Indian Government thought merely a device for weakening our position in Tibet, and they preferred, they told the Secretary of State, to have it paid by the Tibetans at Gyantse annually both for political effect and because money was required there. Lord Morley hesitated to accept these views. While recognizing that certain political advantages had been suggested by some to arise from the political point of view in maintaining our hold over the Tibetans for a full period of 25 years, he was of opinion that such advantages would be altogether outweighed by our relief from the necessity of enforcing a direct annual tribute for so long a period. We accordingly agreed to accept the payment in three instead of 25 annual instalments.

We also agreed to accept the payment in Calcutta instead of Gyantse. And the Chinese then pressed the further point that we should accept payment direct from them instead of from a Tibetan official. The Indian Government, however, represented that deviation from the procedure laid down in the Treaty should not be permitted, as the Chinese proposal seemed a further indication of their desire to exclude the Tibetans from relations with us. But Lord Morley did not agree with the Indian Government. Their view seemed to him "to be a departure from the policy of his Majesty's Government, and, though the point was comparatively immaterial," he thought "we should consent to the wish of the Chinese Government." Eventually, however, he did relax to this extent, that we allowed the third and final instalment to be handed over to us by a Tibetan official—though even then in Calcutta and in the form of a cheque signed by the Chinese.

THE EVACUATION OF CHUMBI.

Having thus got rid of the indemnity difficulty and having paid the Indian Government only £166,666 when the latter had spent nearly two millions in enforcing what the Chinese ought to have enforced themselves, the Chinese next turned their attention to securing our evacuation of Chumbi. On December 23, 1907, they reminded us that, as the final instalment of the indemnity would be paid on January 1, 1908, we should withdraw our troops on that date. The Indian Government pointed out that the Chinese ignored the condition that the evacuation was contingent on the Tibetans faithfully complying with the Treaty in every respect. Instances tending to show that this condition and the condition that the trade routes should be effectively opened had not been fulfilled had already been reported to the Secretary of State. Far from being effectively opened our Agent at Gyantse had reported that they had been effectively closed, through the action of local Chinese officials. The Indian Government submitted that some guarantees should be demanded until some evacuation of the Chumbi Valley was effected, and that they would remain so would be afforded by the new trade regulations which were then under discussion. But Lord Morley came to the conclusion that there were not sufficient grounds to justify a refusal to withdraw from Chumbi, and that, for reasons of policy and expediency, it was desirable that our troops should be withdrawn. The Chinese difficulties should terminate at once.

In the course of a particularly interesting article in the current number of the *Nineteenth Century* Lady Paget, the widow of the late Sir August Berkeley Paget—tells the story of the meeting of the late Lady Edward with the Queen Mother. It is a story that, so far as we know, has never before been made public, and it is as full of interest as a romance. The Prince of Wales (as King Edward then was) had arrived at a marriageable age, and the question of a suitable consort was being seriously discussed in English Royal circles. The Princess Royal had been despatched on a private mission to Germany in quest of a bride for her brother. But no bride was to be found. Lady Paget, who had been recommended to the Queen as a possible bride, was the only one who was left. "But I know the prettiest, the nicest, the most charming Princess," he exclaimed, "Princess Alice, the eldest daughter of Prince Christian, the future King of Denmark. She is only sixteen, and as good as she is pretty."

"Armed with this knowledge," writes Lady Paget, "I went at once to the Princess, and told her all about it. 'You must tell the Queen as soon as you get back to England, and find out all you can in the meantime,' she said. 'The Queen's interest was by now thoroughly aroused, and on her return to England she communicated her discovery to the Prince Consort, who, in his turn, discussed it with the Queen. The result was that she was instructed to make the acquaintance of the Princess Alice—at that time engaged to the future Grand Duke of Heise—sending photographs. From these beginnings sprang the happy marriage."

It was a marriage overshadowed by a shadow. In 1862 the English nation suffered an irreparable loss in the death of the Prince Consort. From the effects of that loss the Queen never wholly recovered. It left an ineffable trace upon her future career. The negotiations for the approaching marriage had been satisfactorily concluded, and a meeting was arranged between the Queen and the future Princess of Wales. Of that meeting Lady Paget has left a touching description. "The Queen sat in a small boudoir adjoining this room. I was alone with her. Her emotion was very great, and, suddenly bursting into tears, she said: 'Oh, you can understand what I feel. You have a husband you love, and you know what I have lost.'"

It was a relief to me when a page came in to say that all the Royalties were assembled. The marriage finally took place at St. George's Chapel, Windsor, on March 10th, 1863, and Lady Paget may well be congratulated on her share in the consummation of so happy an event.

A CHINESE TAPESTRY.

There has just been placed on exhibition in the Chinese Gallery at the British Museum a very interesting piece of silk tapestry recently presented by the explorer, Dr. M. A. Stein. This excellent piece of Chinese art was obtained by Dr. Stein from a walled-up shrine in the cave temple of the "Thousand Buddhas," and measures nine feet by five. It is extremely delicate work of the seventh or eighth century A.D., and represents Buddha wearing a nimbus, standing on either side. The shrine from which it was obtained is situated at Tsang-huang in the province of Kansu, and was particularly celebrated as a place of pilgrimage during the famous Han dynasty.

THE PROBLEM OF EARTHQUAKES.

RUSSIAN PRINCE'S INVENTION.

A wonderful new instrument to record the motion of the earth produced by an earthquake, however distant from the recording station, has been invented by the distinguished scientist, Prince Galitzin, member of the Imperial Academy of Sciences, Petersburg. By the application of ingenious contrivances the seismograph gives an actual scale reproduction of the earth movement, unlike other earthquake recorders, which continue to vibrate under the earth's initial movement long after that movement has subsided. The new instrument has been mounted at Ekaterinburg Observatory, Dombrowsk-shira. The following is the official description. "The fundamental instrument consists of a horizontal pendulum suspended by wires, so that when the framework which is attached to the earth by a pier is moved, the pendulum is set in motion. In this respect it resembles other forms of seismographs, notably that of Dr. Milne, to whom indeed we mainly owe the principle. In this absence of friction such a pendulum would continue to vibrate long after the earth movement has ceased, so that it is impracticable to attempt to determine from the motion of the pendulum the earth movement which produced it."

THE GREAT PROBLEM.

If, however, friction is introduced, the motion of the pendulum rapidly subsides, and by suitably choosing the amount of friction the instrument can be made to what is technically called "dead beat." In this condition the motion of the pendulum is, except in one or two very special cases, an exact reproduction on a certain scale of the earth movement. In the Galitzin pendulum such friction is introduced by allowing a copper plate attached to the pendulum to move between the poles of a strong magnet. According to the laws of electro-magnetism the friction so produced conforms to a most precise and simple law. In this way the Galitzin pendulum is made to indicate precisely by its motion the motion of the earth.

USE OF THE METHOD.

The introduction of this friction has, however, a disadvantage, as it reduces the sensitiveness of the apparatus. But by a somewhat brilliant application of electro-magnetic theory Prince Galitzin has overcome this trouble. A coil of wire attached to the pendulum moves between the poles of a strong magnet, and an electrical current is so generated in the coils when the pendulum moves. These currents are carried to a galvanometer timed to the same function as the pendulum and again made "dead beat." Thus the motion of the earth is reproduced on the galvanometer with perfect precision, and the loss of magnification sufficient to satisfy the humblest observer.

A mirror attached to the galvanometer reflects a tiny dot of light from a lamp on to a sheet of photographic paper. The paper is attached to a circular drum driven by clockwork, so that if there is no earth movement the dot traces a straight line on the paper. If an earth movement occurs the dot is moved sideways and a complete and proportionate record of any movement of the earth is reproduced on the photographic paper.

ORIGIN OF A SHOCK.

As no man can predict the direction from which an earthquake may proceed, two pendulums with corresponding galvanometers are required to give a record of the effect coming from north to south and from east to west. The two dots of light record the earth movement on the same photographic sheet, and thus an almost cursory examination of the record shows the direction from which the earthquake proceeded.

Precise measurement, combined with principles already established, enable an observer at a single station to assign with considerable precision the origin of an earthquake disturbance. Thus Prince Galitzin at St. Petersburg could say from his records whether an earthquake occurred at Edinburgh or at London. The earthquake, and the illustration shows the degree of perfection to which seismological investigation has attained.

AIRSHIP FLIGHT ACROSS THE ATLANTIC.

LATEST PREPARATIONS.

The New York Correspondent of the London Telegraph wired on the 1st:—

On the French liner *Touraine*, which came in from Havre yesterday, there arrived Mr. Melvin Vaniman, the mechanical engineer who is to be associated with Mr. Walter Wellman in the forthcoming attempt to fly across the Atlantic Ocean under the auspices of the *Daily Telegraph* and the *New York Times*. Mr. Wellman met him and Mrs. Vaniman at the docks, and the couple at once left for Atlantic City.

In an interesting conversation with your Shipping Reporter Mr. Vaniman expressed the greatest enthusiasm over the projected voyage. All the way across the Atlantic Mr. Vaniman spent hours on the bridge with Captain Mourand, of the *Touraine*. He studied navigation and learned much of the weather conditions and wind currents. His optimism was communicated to Captain Mourand, who is satisfied that the big dirigible will answer to the full the expectations entertained about her. All the conditions, the captain believes, will favour the flight, and the airship will be sighted by many skippers along the North Atlantic steamship lane, the forerunner of a time within the present generation when many airships will be wafted from shore to shore in a regular service between the two continents.

"The *America* is now on her way to this side," said Mr. Vaniman. "She was shipped on the White Star liner *Oceanic*, which ought to get here on Wednesday. There are reasons why we may be defeated in our purpose, but I believe that the flight will be successful. We shall probably start on Aug. 20. The wind and weather are almost sure to favour us, and we are not considering defeat. There will probably be a preliminary flight from Atlantic City, but we hope to start the real flight from New York."

"It is expected that we shall leave in the English coast, but I want to do more than that. I hope we will be able to land in London, and have the course carefully mapped out on the chart, and we expect to keep to that as far as possible. We will not fly at an altitude of more than 3000 feet sea-level."

"No," Mr. Vaniman answered smilingly in reply to a question. "I don't think we will race with any Transatlantic liners. I believe we would outclass them, and, if the conditions prove normal, should negotiate the passage within six days."

With Mr. Wellman and Mr. Vaniman will go two mechanics, a wireless operator, and another man. The dirigible will carry a lifeboat 25ft. long and of 6ft. beam, of the non-sinkable type, decked over fore and aft, and in this will be stored provisions for thirty days.

DIRECTORS AND THE PUBLIC.

A SHANGHAI RUBBER SENSATION.

The following circular has been issued at Shanghai to shareholders in the Siak Indrapoera Rubber Concession, Ltd.:—

Siak Indrapoera Rubber Concessions, Ltd.,
Shanghai, August 19.

Dear Sir, or Madam,—You will remember that at the statutory meeting of the above company held on July 14, 1910, your Chairman informed you that an expert was being sent by Messrs. Barlow & Co., of Singapore, to visit the estates and report upon them. The expert appointed was Mr. Mackenzie, and his report has now been received.

Your Directors regret that Mr. Mackenzie's report, which deals with the unplanted as well as the planted tree, is very unfavourable, and throws considerable doubt on Mr. van Hengst's report. Further operations on the estate have, in the present being suspended, and your Directors are taking steps to obtain without delay the opinion of another expert as to the value or otherwise of your property. As soon as the report is received, your Directors propose to call a meeting of the shareholders and lay the whole matter before them.

By order of the Board,
CRAIG & CO., LIMITED.

The *N.C. Daily News*, commenting on this circular, asks:—

On what evidence did the Directors feel justified in floating the Company in the first instance? We presume on the report of Mr. Hengst, which would appear to have required some checking, as immediately after flotation a second "expert" is sent to visit the estates. But this aspect of the matter does not for the moment concern us. Of more importance is the fact that some three weeks ago, as we understand, a telegram announcing the unfavourable nature of the report was received by the Directors. No public action was taken, but it was decided to await the arrival of the actual report. That document, we believe, reached Shanghai last Monday. Each Director, we have to presume, required a separate twenty-four hours in which to read the report; a meeting would be held on Thursday, and on Friday shareholders were duly notified of the tenor of the report. Now we are perfectly sure that the Directors acted in complete good faith and in proper consultation with their legal advisers. But what has actually happened? Knowledge of the material interests of a public company has been held back for nearly three weeks and is then dumped upon its shareholders. In an ordinary market there would be nothing to prevent the shares of the Company being disposed of by the wiser shareholders to an ignorant public, who would be taking up the stock on the strength of the Company's standing (as set forth in the prospectus) and on the strength of the names on the Board. Fortunately nothing of the kind has happened; the local market is dead, although the sales of Siak Indrapoera stock quoted on Thursday and it may be presumed that there has been no considerable transfer of these shares. Our contention, however, is that the risk ought never to have been in their legal rights; but the public in a community of this nature expects more considerate treatment. As things are, a grave risk has been run, all to no purpose. The Press, and the Board of Directors, has really placed the public in possession of the facts, and all that these facts amount to now is that an unfavourable report has been received, and the Directors are having it checked. That bald, alarming and unconvincing statement might have been made public on receipt of the original telegram three weeks ago. Nothing appears to have been gained by delay. It was inevitable that the damaging report should not have been regarded as final. And now having indicated where we told the Directors to be, we are at a loss to know what to do next. The least of our duties on our part to challenge their *bona fides*. The incident, perhaps, illustrates the danger of floating rubber companies on the unsupported testimony of people hundreds of miles away. In the case of the Siak Indrapoera Concession the Directors have always had the comfortable reflection that the original vendor is a great believer in the property and has made no attempt to part with his substantial holding of shares. It is still possible that Mr. Mackenzie's report may be entirely pessimistic. But we trust that this is the last belief that the public has to complain in a case of this nature of any delay in being taken into the confidence of the directors of a public company.

MISSION WORK IN CHINA.

The following letter is published in a recent issue of the *London Daily Telegraph*:—

Sir,—Your representative's interview with Miss Fleming, a China Inland missionary, who has just returned from China, calls for a few criticisms.

It is evident that many missionaries go to China with the idea that the Chinese are a very "wicked" people, and that it is necessary for a Chinaman to be a Christian to be a good man. Miss Fleming evidently has this idea when she says that "the Chinese have a lot of what is called 'paganism' in their hearts, and it is a pity that they are not more thoroughly Christianized." All the Chinese admit that our religion is good, and that the Christian citizens are better men and women, and she mentions a case of a Christian Chinese merchant, an employer of labour, who would prefer to employ a bad Christian than the best Chinaman who was not a Christian. The assertions referred to are the kind of things which missionaries and their followers say, but which it appears in public print to be read by thousands of intelligent and broad-minded readers of various creeds and beliefs, this libel on the Chinese nation requires refutation. One may quite as unscrupulously say that every non-Christian Australian is wicked. How many highly-educated Australians are there, scientists and others, who have studied religion deeply, and do not accept the Christian doctrine, yet who are just, upright, and true men, and good citizens, and whose characters are not a blot on the name of humanity? What duties as fathers, sons, brothers, and husbands in the home, and public citizens, are carried out as fully and well as any Christian? This is also applicable to the Chinese gentleman at home, the educated and cultured man, who was taught according to Chinese traditions to respect and obey his parents, his fraternal duties as a brother, his duties as a father, and his duties as a citizen.

Miss Fleming tells us that "it is the love for what is bad that prevents the wholesale acceptance of Christianity." Scientific and other researches have had a great deal to do with such reluctant acceptance among certain sections in Europe and America, but in China one of the contributing factors is to be found in the fact that scarcely any of the *literati* and the higher and refined classes are Christians. They are seldom

WASTED POUNDS ON SKIN ERUPTION

Of Face and Neck—Medicines did
No Good—Suffered for Years and
Gave Up Treatment in Despair—
At Last Nose Became a Mass of
Pimples and He Hated to Go Out.

NOT A BLEMISH LEFT AFTER USING CUTICURA

"After spending pounds in medicines of various kinds from doctors and chemists for eruptions on face and neck, which I have suffered from for a number of years, without finding the least benefit, I gave it up as a bad job and resolved to spend no more money. I considered it as good as showing my money. But gradually it grew worse and my nose became a mass of pimples and I hated to go out. I tried Cuticura Soap, which will prevent a recurrence. I cannot give sufficient praise to show my real gratitude for the restoration Cuticura has given to me. Edward Whitaker, 21, Westfield Rd., Leeds, England, Sept. 18, 1909."

Cuticura is the most economical treatment for the skin, scalp, hair and hands, of infants, children and adults. A tablet of Cuticura Soap and a box of Cuticura Ointment are often sufficient to effect a speedy and permanent cure when all other remedies have failed.

Sold throughout the world. London: 27, Chancery Lane. Paris: 10, Rue de la Chaussee d'Antin. America: J. C. Ayer & Co., Lowell, Mass. U.S.A. Sole Importers for the Straits Settlements and F.M.S.: Messrs. Guthrie & Co., Ltd., 11, Raffles Place, Singapore. Sole Importers for the Malay Peninsula: Messrs. Guthrie & Co., Ltd., 11, Raffles Place, Singapore. Sole Importers for the Federated Malay States: Messrs. Guthrie & Co., Ltd., 11, Raffles Place, Singapore. Sole Importers for the Dutch East Indies: Messrs. Guthrie & Co., Ltd., 11, Raffles Place, Singapore. Sole Importers for the Philippines: Messrs. Guthrie & Co., Ltd., 11, Raffles Place, Singapore. Sole Importers for the Formosa: Messrs. Guthrie & Co., Ltd., 11, Raffles Place, Singapore. Sole Importers for the Celebes: Messrs. Guthrie & Co., Ltd., 11, Raffles Place, Singapore. Sole Importers for the Moluccas: Messrs. Guthrie & Co., Ltd., 11, Raffles Place, Singapore. Sole Importers for the East Indies: Messrs. 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PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELTA	15 p.m., 31st Aug.	Freight and Passage.
LONDON VIA USUAL PORTS	ABACADIA	Noon, 3rd Sept.	See Special of Call.
LONDON and ANTWERP	NUBIA	About 7th Sept.	Freight and Passage.
VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MAELSKILL.	Capt. J. F. Fox		
SHANGHAI, MOJI, KOBE and YOKOHAMA	NORE	About 8th Sept.	Freight and Passage.
	Capt. G. Phillips		

For further Particulars, apply to

E. A. HEWETT,
Superintendent

Hongkong, 29th August, 1910.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
CHEFOO & TIENTSIN	"KUEICHO"	On 30th Aug., 4 p.m.
MANILA	"TEAN"	On 30th Aug., 4 p.m.
HAIPHONG	"SINGAN"	On 31st Aug., 4 p.m.
MANILA, ZAMBOANGA, PHUEN, DAY ISLAND, COCKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN"	On 31st Aug., 3 p.m.
SHANGHAI	"CHENAN"	On 1st Sept., 4 p.m.
CHEFOO & NEWCHANG	"NANCHANG"	On 6th Sept., 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS.

INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL
SANDAKAN VIA JESSELTON	"MAUSANG"	Tuesday, 30th Aug., Noon.
SHANGHAI	"CHOYSANG"	Wednesday, 31st Aug., Noon.
TIENTSIN	"CHIPSING"	Thursday, 1st Sept., Noon.
MANILA	"LOONGSANG"	Friday, 2nd Sept., 4 p.m.
MANILA	"YUENSANG"	Friday, 2nd Sept., 4 p.m.
SHANGHAI, MOJI & YOKOHAMA	"NAMSANG"	Monday, 12th Sept., Noon.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Wednesday, 14th Sept., Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawau, Uman, Jesselton and Labuan.

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For Freight or Passage, apply to—

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGER

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR
SWATOW, AMOY AND FOOCHOW

AND RETURN.

Occupying 9 to 10 Days.

STEAMSHIPS	CAPTAIN	LEAVING
"HAIYANG"	Capt. J. W. Evans	TUESDAY, 30th Aug., at 10 A.M.
"HAIYANG"	Capt. A. E. Hodgins	FRIDAY, 2nd Sept., at 10 A.M.
"HAIMUN"	Capt. A. H. Stewart	TUESDAY, 6th Sept., at 10 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN"

Capt. A. H. Stewart

THURSDAY, 1st Sept., at 10 A.M.

Steamers will arrive at, and Depart from the Company's Wharf (near Blake Pier).

During the Months of August and September, a Special Reduction of 20% on Fares to Fuchow and Return will be Allowed.

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,

GENERAL MANAGERS.

Hongkong, 30th August, 1910.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI

RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
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SHANGHAI, YOKOHAMA and KOBE "TRANQUEBAR"

On 10th September

For further Particulars apply to

MELCHERS & Co.,

Hongkong, 18th August, 1910.

AGENTS.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	A. Fraser	Manila	On 3rd Sept., Noon.
RUBI	2540	R. Rodger	Manila	On 10th Sept., Noon.

For Freight or Passage apply to

HONGKONG, 29th August, 1910.

SHEWAN, TOMES & Co.,
General Managers.

HAMBURG-AMERIKA LINIE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAYRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:	FOR HAYRE, HAMBURG & ANTWERP:
S.S. AMBRIA	S.S. SAMBIA
2nd Sept.	6th Sept.
S.S. ALESIA	S.S. SPEZIA
8th Sept.	12th Sept.
S.S. C. FERD. LAETZ	FOR ROTTERDAM, HAMBURG & ANTWERP:
27th Sept.	S.S. LIBERIA
S.S. ARMENIA	14th Sept.
6th Oct.	FOR ROTTERDAM, HAMBURG & ANTWERP:
S.S. SENEGAMBIA	S.S. BADENIA
21st Oct.	28th Sept.
S.S. SILESIA	FOR MARSEILLES & HAMBURG:
4th Nov.	S.S. AMBRIA
S.S. ARABIA	1st Oct.
30th Nov.	FOR HAYRE & HAMBURG:
S.S. SCANDIA	S.S. ALESIA
15th Dec.	9th Oct.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 30th August, 1910.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA,
HONOLULU, MANZANILLO AND SALINA CRUZ (MEXICO).

S.S. BUYO MARU	10,500 tons gross	Sail Oct. 22nd, at Noon.
S.S. HONGKONG MARU	11,000 "	Dec. 21st, at Noon.

For particulars apply to

N. YAMADA, Acting Manager.

TOYO KISEN KAISHA, King's Building.

Hongkong, 6th July, 1910.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND
RAILWAY AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA	"TACOMA MARU"	6,178	WED'DAY, 7th Sept., at Noon.
VIA KEELUNG, MOJI, KOBE and YOKOHAMA	Capt. H. Yamamoto		
VICTORIA, B.C. & TACOMA	"PANAMA MARU"	6,059	WED'DAY, 21st Sept., at Noon.
VIA MOJI, KOBE and YOKOHAMA	Capt. T. Ogata		

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
ANPING VIA SWATOW & AMOY	"SOSHU MARU"	WED'DAY, 31st Aug., at Noon.
	Capt. Y. YAMAMOTO	
SHANGHAI VIA SWATOW, AMOY & FOCHOW	"CHOSHUN MARU"	THURSDAY, 1st Sept., at Noon.
	Capt. T. SURUGA	
TAMUOI VIA SWATOW, & AMOY	"DAIJIN MARU"	SUNDAY, 4th Sept., at 10 A.M.
	Capt. Y. KUBURAKI	

Special Reduction of 20 per cent. will be allowed to 1st and 2nd Class Passengers to Fochow during the two months of August and September, 1910.

CHEAPEST THROUGH PASSAGE TO NANKING. In connection with The NISSHIN KISEN KAISHA's Steamers at Shanghai, for The NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1ST CLASS	2ND CLASS	3RD CLASS
\$73.00	\$55.00	\$27.00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers: "CHOSHUN MARU" and "DAIJIN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA,
MANAGER

7023

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION PLAYS of 1910, AND THE ANGLO-JAPANESE EXHIBITION of 1910.

Head Office for the Far East:—
16, DES VŒUX ROAD,
HONGKONG.

Japan Office:
32, WATER STREET,
YOKOHAMA.

662

O. B. ICE

Made from distilled water only. Quadruplicate filtration. Absolute purity assured. Plant open to inspection at all times.

ORIENTAL BREWERY, LTD.,

BREWERS AND MANUFACTURERS OF ICE,

DEPOT: 55 & 57, DES VŒUX ROAD.

1537

VESSELS EXPECTED.

THE ENGLISH MAIL.
The P. & O. Co.'s str. *Delta* left Singapore for this port on the 26th instant at 5 p.m. with the outward English Mail, and is due here tomorrow at about 6 a.m.

THE CANADIAN MAIL.
The C.P.R. Co.'s str. *Empress of India* left Vancouver on the 17th instant p.m., for Hongkong via the usual ports of call.

THE AMERICAN MAIL.
The P.M. str. *Mongolia* left San Francisco on the 12th inst., for Hongkong via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 5th prox.

The T.K.K. str. *Tungu* sailed from San Francisco on the 16th instant, for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at this port on the 13th prox.

THE GERMAN MAIL.
The I.G.M. str. *Dorflinger*, carrying the German Mail with dates from Berlin of the 10th instant, left Colombo on the 27th instant p.m., and may be expected here on or about the 7th prox.

THE INDIAN MAIL.
The Indo-China str. *Nirmala* left Calcutta for the Straits and Hongkong on the 22nd inst., and is due here on or about the 7th prox.

MERCHANT STEAMERS.
The Bank Line Ltd.'s str. *Superior* sailed from Moji on the 25th instant morning, and is due at this port to-day.

The Shire Line str. *Glamorganshire* left Singapore for Hongkong on the 24th inst., and may be expected here to-day.

The O.S.K. str. *Tacoma Maru* from Tacoma left Moji for this port via Manila on the 19th instant, and is expected to arrive here to-day.

The H.-A. Line's str. *Ambria* left Singapore on the 23rd instant a.m., and may be expected here to-day a.m.

The N.Y.K. str. *Iyo Maru* (European Line) left Singapore for this port on the 25th instant, and is expected here to-day.

The N.Y.K. str. *Hakata Maru* (Bombay Line) left Singapore for this port on the 24th instant, and is expected here to-day.

The N.Y.K. str. *Kanamaru* (Australian Line) left Nagasaki for this port on the 26th instant, and is expected here to-day.

The Mogul Line str. *Pathan* sailed from the United Kingdom on the 2nd instant for Hongkong via Straits.

The O.S.K. str. *Panama Maru* left Tacoma for this port via Japan and Manila on the 6th instant, and is expected to arrive here on or about the 13th prox.

The N.Y.K. str. *Ceylon Maru* (Bombay Line) left Bombay for this port via Colombo and Singapore on the 26th inst., and is expected here on the 13th prox.

ALCOCK, FALCONER & CO.'S REGISTER.
August 29th.

Barometer 9 A.M. 29.70	Therm. (Wetbulb) 9 A.M. 74
Barometer 1 P.M. 29.74	Therm. (Wetbulb) 1 P.M. 83
Barometer 4 P.M. 29.70	Therm. (Wetbulb) 4 P.M. 83
Thermom. 9 A.M. 84	Therm. Maximum 80
Thermom. 1 P.M. 90	Therm. Minimum over night 78
Thermom. 4 P.M. 90	

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing "Aki Maru" 30th May, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

	1st CLASS	2nd
Yokohama Return	\$120	\$80
Kobe Return	\$110	\$70
Moji Return	\$100	\$60
Nagasaki Return	\$90	\$50

With Option of rail between Calling Ports in Japan.

+ Omitting Keelung and Shimidzu.
+ Calling at Saigon.
+ Fitted with New System of Wireless Telegraphy. 1 Cargo only. * Carries Deck Passengers.
+ Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,
MANAGER.

Hongkong, 1st August, 1910.

RODI & WIENENBERGER. PFORZHEIM I/B.

MANUFACTURERS OF
GENUINE ROLLED GOLD JEWELLERIES: NECKLETS,
BRACELETS, BROOCHES, SCARF-PINS, WATCH-CHAINS, & C.
SMALL LOT FOR SALE.

FOR PARTICULARS, CATALOGUES AND SAMPLES, APPLY TO THE SOLE
REPRESENTATIVE FOR CHINA:

HUGO C. A. FROMM,
HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

43-4

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN
Route to EUROPE.

The Linan, with the Siberian mail, is due to arrive here to-morrow.
The Delta, with the English mail of the 5th inst, left Singapore on Friday, the 26th
inst., at 5.00 p.m., and may be expected here to-morrow, at about 6 a.m. This packet brings
the parcel mails closed in London for despatch by the all sea route on the 27th July, and
for despatch overland on the 3rd inst.

FOR	PER	DATE.
Swatow, Amoy and Echoway	Haitan	Tuesday, 30th, 9.00 A.M.
Jessellton and Sandakan	Mausang	Tuesday, 30th, 10.00 A.M.
EUROPE, & C. INDIA VIA TUTUCORIN...		
(Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents) ...		
Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.		
Macao	Sui Tai	Tuesday, 30th, 1.15 P.M.
Manila	Tan	Tuesday, 30th, 3.00 P.M.
Chao and Tientsin	Kueichow	Tuesday, 30th, 3.00 P.M.
Shanghai, Kobe and Moji	Japan	Tuesday, 30th, 4.00 P.M.
Singapore, Penang and Colombo	Hitchi Maru	Tuesday, 30th, 5.00 P.M.
Fort Bayard and Haiphong	Touareg	Wednesday, 31st, 8.00 A.M.
Swatow	Haitan	Wednesday, 31st, 9.00 A.M.
Shanghai	Choyang	Wednesday, 31st, 11.00 A.M.
Nagasaki, Kobe and Yokohama	Yokutsu Maru	Wednesday, 31st, 11.00 A.M.
Batavia, Cheribon, Samarang and Sourabaya	Sekhu Maru	Wednesday, 31st, 11.00 A.M.
Swatow, Amoy and Auping	Sui Tai	Wednesday, 31st, 1.15 P.M.
Macao	Glanorganshire	Wednesday, 31st, 3.00 P.M.
Shanghai, Nagasaki, Kobe, Yokkaichi and Yokohama		
Manila, Zamboanga, Port Darwin, Thursday, Island, Cooktown, Cairns, Townsville, Bris- bane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth, and Fremantle	Taiyuan	Wednesday, 31st, 3.00 P.M.

ELECTRIC IRONS

INDISPENSABLE TO EVERY HOUSEHOLD.

THE MISTRESS THE MASTER THE AMAH
can iron her own delicate can iron his own can do all other ironing in
lares. ties. half the time and without
grumbling.

The only CLEAN method of Ironing.
The only HEALTHY method of Ironing.
The only CONVENIENT method of Ironing.

CLEAN because the Iron is Nickel Plated and does not require to be placed over fires.
HEALTHY because you dispense with the necessary for stifling fire, and in the height of
summer ironing can be carried on in Perfect Comfort without inhaling the
poisonous fumes given off by gas or charcoal Irons.

CONVENIENT because the Iron is always ready for immediate use, can be connected to
any convenient lampholder, and heats up within a couple of minutes.

CAN BE USED FOR SEVERAL HOURS FOR TWENTY CENTS.

WILLIAM C. JACK & CO., LTD.,

Electrical Engineers,
14, DES VEXUS ROAD CENTRAL, HONGKONG. [40]

CUTLER, PALMER & CO.,

WINE & SPIRIT MERCHANTS

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

LONDON ADDRESS:
3A, NEW LONDON STREET, MARK LANE, LONDON, E.C.

BENEDICTINE, D.O.M.

BRANDY ★ ★ ★ ★

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" " IMPERIAL WHISKY

(A MAGNIFICENT BRAND, SPECIALLY
SELECTED FOR THE FAR EAST.)

WHISKY, PALL MALL

WHISKY, JOHNNIE WALKER'S

OLD HIGHLAND

WHISKY, DO. WHITE LABEL

WHISKY, C. P. & CO.'S "SPECIAL
BLEND"

PORT WINE, INVALIDS

PORT WINE, DOURO

SHERRY, LA TORRE

SHERRY, AMOROSO

THE ABOVE ARE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

45-1

The Most Celebrated Cigarette in the World.

WILLS'S

"THREE CASTLES"

MILD (Green label)
MEDIUM (Yellow label)
MAGNUMS (large size)

In 20'S Packets or 50'S Air-Tight Tins.

These popular Cigarettes are manufactured in BRISTOL from the finest grades of
Virginia Tobacco with all the skill which W. D. & H. O. WILLS have acquired
during the 200 years which have elapsed since their business was established.

SOLD EVERYWHERE.

W. D. & H. O. WILLS.
BRISTOL AND LONDON.

SHARE LIST.—QUOTATIONS.

HONGKONG, AUGUST 29TH, 1910.

STOCKS	NO. OF SHARES	VALUE	PAID UP	CLOSING QUOTA- TIONS CASH.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$830, buy. x. d.
National Bank of China, Limited	99,925	47	26	\$76, buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$8, sellers
China Borneo Company, Limited	60,000	\$12	\$12	\$8, buyers
China Light and Power Company, Limited	50,000	\$10	\$10	\$1,40, buyers
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	\$10	\$8, buyers
COTTON MILLS.—				
Two Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 110.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$5
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 574.
Leau-Kung-Mow C. Spin. & Weav. Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 70.
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 240.
DAIRY FARM COMPANY, LIMITED	40,000	\$7 1/2	86	\$19, buyers
DOCK AND WHARF.—				
Hongkong Dock and Wharf & G. Co., Ltd.	60,000	\$50	all	\$54, sellers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$51, buyers
New Amoy Dock Co., Limited	10,000	\$6 1/2	\$6 1/2	\$9, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 76.
Shanghai and Hong-kew Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 116.
SAWICK & CO., LIMITED	18,000	\$25	\$25	\$9 1/2, sellers
GREEN ISLAND CEMENT CO., LIMITED	400,000	\$10	\$10	\$5 1/2, sellers
HONGKONG AND CHINA GAS CO., LIMITED	7,000	\$210	all	\$805.
HONGKONG ELECTRIC CO., LIMITED	60,000	\$10	\$10	\$20, buyers
HONGKONG HOTEL COMPANY, LIMITED	12,000	\$50	\$50	\$104, sellers
HONGKONG ICE COMPANY, LIMITED	8,000	\$25	\$25	\$82, sellers
HONGKONG ROPE MANUFACTURING CO., LIMITED	5,000	\$25	all	\$135, buyers
HONGKONG SOUTH CHINA STEAM FISHERIES CO., LTD.	60,000	\$10	all	\$21, sales
INSURANCES.—				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$167 1/2
China Fire Insurance Co., Limited	20,000	\$160	\$20	\$11, buyers
China Traders Insurance Co., Limited	24,000	\$33.33	\$25	\$77 1/2
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$340.
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 115, buyers
Union Insurance Society, Limited	12,400	\$250	\$100	\$840, sales
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$200, sellers
LANDS AND BUILDINGS.—				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	\$100	\$100, sal. & buy.
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$8, sales
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$32, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 112.
West Point Building Co., Limited	12,500	\$50	\$50	\$39, sellers
MINING.—				
Societe Francaise des Charbonnages du Tonkin	16,000	Fcs. 250	all	\$720.
Bank Australian Gold Mining Co., Ltd.	200,000	\$1	\$1	\$7 1/2, sellers
Peak Tramways Co., Limited	25,000	\$10	all	\$13 1/2, sales
Philippines Co., Limited	50,000	\$10	\$10	\$13.
REFINERIES.—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$165, sellers
Luxon Sugar Refining Co., Limited	7,000	\$100	all	\$26, sellers
Robinson Fiano Co., Limited	4,000	\$50	\$50	\$50, sellers
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$11, buyers
Hongkong Steamship Co., Limited	20,000	\$50	all	\$27, sellers
Hongkong, Canton & Macao S.B. Co., Ltd.	80,000	\$15	\$15	\$33, buyers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$25	all	\$60, sel. L'don
Shell Transport & Trading Co., Limited	60,000 def.	\$1	\$1	\$7 1/2, sellers
Star Ferry Company, Limited	10,000	\$10	\$10	\$24, sellers
South China Morning Post, Limited	10,000	\$10	\$5	\$12, sellers
Steam Laundry Company, Limited	6,000	\$25	\$25	\$26, sellers
STORES AND DISPENSARIES.—				
Campbell, Moore & Co., Limited	20,000	\$5	\$5	\$5, buyers
Wm. Powell, Limited	1,200	\$10	all	\$10.
Watkins, Limited	15,000	\$7	\$7	\$2, sellers
A. S. Watson & Co., Limited	10,000	\$10	\$10	\$3.
Weissmann, Limited	10,000	\$10	\$10	\$6 1/2.
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	\$4	\$11 1/2, sellers
Union Waterboat Co., Limited	100 fders	\$10	\$10	\$300.
TUBERIES.—				
Allagars	50,000	\$10	\$10	\$8, buyers
Anglo-Malays	—	—	—	6/.
Balgowaley	—	—	—	25/.
Bain Tigras	—	—	—	\$16 (Str.)
Buit Kajangs	—	—	—	102/6
Castellale, fully paid	—	—	—	63/6
Cherivis	—	—	—	120/.
Eastern and International	—	—	—	17/6 prem.
Highlands and Lowlands	—	—	—	116/6
Kamunings	—	—	—	6/9 prem.
Kuala Lumpur	—	—	—	—
Lahus	—	—	—	—
Ledbury's	—	—	—	92/6.
Linggis	—	—	—	55/.
London Asiatics	—	—	—	12/9.
London Ventures	—	—	—	6/6.
Merlemaus	—	—	—	7/6.
Pegohs	—	—	—	\$30 (Str.)
Sandycrofts	—	—	—	\$31, x. div. (Str.)
Sapongs	—	—	—	27/6
Shelfords	—	—	—	74/.
Singapore and Johores	—	—	—	\$16 (Str.)
Sunatra Paras	—	—	—	13/.
Sungai Kapas	—	—	—	—
United Serdangs	—	—	—	118/6

Loans	Amount	Value	Interest	Quotation
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7 1/2% p. annum	Par.

VERNON & SMYTH, Share-Brokers.

COMMERCIAL.

EXCHANGE
CLOSING QUOTATIONS.

August 29th.

ON LONDON —
Telegraphic Transfer 1/5 1/2
Bank Bills, on demand 1/9 1/2
Bank Bills, at 30 days' sight 1/9 1/2
Bank Bills, at 4 months' sight 1/9 1/2
Orebits, at 4 months' sight 1/9 1/2
Documentary Bills 4 months' sight 1/9 1/2

ON GERMANY —
Bank Bills, on demand 22 1/2
Credits, at 4 months' sight 22 1/2

ON NEW YORK —
Bank Bills, on demand 43 1/2
Credits, at 60 days' sight 44 1/2

ON BOMBAY —
Telegraphic Transfer 133 1/2
Bank, on demand 133 1/2

ON CALCUTTA —
Telegraphic Transfer 133 1/2
Bank, on demand 133 1/2

ON SHANGHAI —
Bank, at sight 74 1/2
Private, 30 days' sight 75 1/2

ON YOKOHAMA —
On demand 87 1/2
On demand 87 1/2

ON MANILA —
On demand 87 1/2
On demand 87 1/2

ON SINGAPORE —
On demand 107 1/2
On demand 107 1/2

ON HONGKONG —
On demand 2 1/2
On demand 2 1/2

ON BANGKOK —
On demand 111 1/2
On demand 111 1/2

GOVERNMENT, Bank's Buying Rate \$11.15
GOLD LEAF, 100 fine, per tal \$58.50
BAR SILVER, per oz 24 1/2

SUBSIDIARY COINS.

Chinese 20 cents pieces \$4.39 discount.
Chinese 10 " \$4.58 " "
Hongkong 20 " \$4.58 " "
Hongkong 10 " \$5.17 " "

SIEMSEN & CO.,

Machinery Dept.

Hongkong.

Felten & Guilleaume

Lahmeyer Werke,

Dynamo Works,

Frankfort o/M.

GENERATORS  MOTORS.

for Direct, Single or Multiphaes current, belt-
drive, rope-drive or Direct-coupled.

Transformers, Arc Lamps, Meters, Measuring
Instruments and Switchboards.

Complete Light and Power Installations of every
Size and System undertaken.

Prospectus and Estimates Free.

[960]

ORPUM.	CHILDREN OF FAR CATHAY
Quotations are:— August 29th. Malwa New \$1,880/1,920 per picul Malwa Old \$1,930/1,960 " " Malwa Older \$1,970/2,000 " " Malwa V. Old \$2,010/2,050 " " Persian fine quality \$1,400/1,500 " " Persian extra fine \$2,000 " " Paina New \$1,820/25 per chest Paina Old \$1,800 " " Benares New \$1,800 " " Benares Old \$1,800 " "	A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST, By CHAS. J. HALCOMBE (Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flowery Land," etc.) THE VOLUME which consists of 461 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kweilin, is dedicated to Sir ROBERT HART, G.C.M.G., and Dr. A. RENNIE. Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China, makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at home. Well bound in Yellow Cloth with Chinese Emblem in Gold. PRICE \$3.50 To be obtained from MESSRS. KELLY & WALSH LTD., Messrs. BEZWEI & Co., or from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office. On Sale at— Hongkong: "DAILY PRESS" Office. Messrs. KELLY & WALSH. Messrs. BEZWEI & Co. Canton: Messrs. A. S. WATSON & Co. Hongkong, 4th October, 1909.

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